

Advisory Notes

Issues not covered by Policies, Standards, Codes, Specifications and Guidelines are addressed in a form of advisory notes.

These are grouped into;

1. General Advisory Notes (GAN) for non asset specific issues;
 - GAN 01 - Ref-011 Drafting Standard
 - Draft GAN 02 – Early Works Approval - in progress
 - Draft GAN 03 – Request for advice – in progress
2. Engineering Advisory Notes – for issues in relation to civil assets (EAN):
 - EAN 01 - Erection of Regulatory Speed Limit Signs
 - EAN 02 - Concrete Pipes
 - EAN 03 – Bond Establishment and reduction
 - EAN 04 - Criteria for approval of second driveway for residential blocks in the ACT
 - Draft EAN 05 – Black max – in progress, approved awaiting to be published
3. Landscape Advisory Notes – for issues relating to landscape assets
 - LAN 01 - Fireweed Alert for Developers, Landscapers Builders and Couch Turf Suppliers
 - Draft LAN 02 – Advice on Play spaces- in progress



GENERAL ADVISORY NOTE GAN 01

Ref-011 Drafting Standard (Issue 2 Revision 1)

TAMS new Ref-011 Drafting Standard (Issue 2 Revision 1) for Civil and Landscape summary drawings comes into effect from 01 April 2014. We request that all Civil and Landscape WAE submissions for works tendered after 01 April 2014 meet this drafting standard, as per the requirements for WAE submissions spelled out in page 9 of the TAMS Ref-08 document (Requirements for WAE quality records).

Please find below the link to download the new standard documents, templates and standard files.

[http://www.tams.act.gov.au/roads-transport/Development Approval and Applications/page/tams drafting standard](http://www.tams.act.gov.au/roads-transport/Development%20Approval%20and%20Applications/page/tams%20drafting%20standard)

Please note that the new Ref-11 standard documentation comprises a drafting standard for the drafting of civil and landscape summary drawings, however does not supersede the old REF-11 documentation for TCD's (Ref-11 Issue 1 Rev 0, 1st August 2006). Any **TCD design or WAE drawings** submitted to TAMS **must** still comply with **old REF-11** standard until this revision is updated at a future time.

Administrative Arrangement

This Advisory Note takes effect from the date of endorsement by the Directors.



LANDSCAPING ADVISORY NOTE

LAN 01 rev 2

Fireweed Alert for Developers, Landscapers Builders and Couch Turf Suppliers

Background:

Fireweed has recently been found growing in couch turf imported from Fireweed infested areas in NSW.

- Fireweed, a Weed of National Significance, Prohibited Pest Plant and Noxious Weed in the ACT and NSW, has been found growing in contaminated couch turf laid in new development sites, notably at Crace, Franklin and Forde and Casey.
- Fireweed is poisonous to horses and cattle and has the potential to invade native grasslands and quickly degrade agricultural pasture.
- Fireweed is a small herb up to 70 centimetres tall, often with a cluster of yellow daisy flowers. The leaves are bright green between 2 centimetres to 7 centimetres long. The photo attached shows a recently germinated Fireweed plant in cured couch turf at Forde.



Photo of Fireweed in Forde.

Advice:

1. Turf from known Fireweed infested areas must not be imported or used in the ACT. There are alternative sources of turf that are grown in areas free of Fireweed. In addition the supplier must provide written certification that the turf is Fireweed seed free.

2. Imported turf must to be treated with a pre-emergent herbicide prior to delivery and the supplier must hold a NSW Turf Quality Assurance certificate.
3. If you see a Fireweed plant growing in turf or in nearby areas, you are legally required to report it immediately. Please contact Canberra Connect on 13 22 81 or email fireweed@act.gov.au.
4. Reckless importation or supply of fireweed into the ACT is an offence under the *Pest Plants and Animals Act 2005* with a maximum penalty of \$5,500.
5. Certification for Landscape Handover must include confirmation that the site is free of fireweed and that turf sourced from NSW is from regions free of Fireweed.
6. Further information can be found in the Fireweed Pest Plant Management Plan at <http://www.legislation.act.gov.au/ni/2014-333/default.asp>

Administrative Arrangement

This Advisory Note takes effect from the date of endorsement by the Directors.



ENGINEERING ADVISORY NOTE EAN 01

Concrete Pipe Acceptance Criteria

Background:

TAMS introduced a policy of zero tolerance for cracks in the Stormwater Pipes (SW) due to significant increase in damages to pipes installed by contractors and developers especially from interstate. This policy was in place for more than two years and the industry performance has improved significantly since then.

The industry is now concerned with this policy of zero tolerance as it contradicts with the Australian and New Zealand Standard 4058:2008. This standard provides industry accepted criteria for the assessment of defects in steel reinforced concrete pipes. After several meetings and discussion with the industry and manufactures of concrete pipes, TAMS agreed to withdraw the zero tolerance policy and implement the following assessment criteria.

Advice:

Assessment Criteria

<u>Size of Crack</u>	<u>Action recommended</u>
<0.15 mm	No action required. TAMS accepts pipes
0.15 to 0.5mm	No action required, allow autogenous healing to take place. TAMS Accepts pipes
>0.5mm	Requires ongoing monitoring. TAMS does not accepts assets which are subjected to ongoing monitoring and hence pipes are to be replaced

Administrative Arrangement

This Technical Direction takes effect from the date of endorsement by the Director Operational Support and Director Roads ACT.



ENGINEERING ADVISORY NOTE EAN 02

Erection of Regulatory Speed Limit Signs

Background:

Roads ACT has completed a review of the existing regulatory speed limit signs in the ACT and currently undertaken a project to rectify deficiencies and non compliance with the relevant standards.

As part of this project all regulatory speed limit signs currently associated with other signs (composite) will be erected on a standalone post. In order to reinforce this concept in the Asset Acceptance future projects, the following advice is provided.

Advice:

1. All regulatory speed limit signs should be erected on a standalone post except the School Zone sign and the speed limit signs associated with temporary traffic management.
2. If an electric pole (EP) is located at a particular location, it could be considered to erect a regulatory speed limit sign if all other requirements are met and no other signs exist on the pole.
3. Gated speed limit signs should not be erected on undivided roads. If gated signs are necessary to enforce speed limits or other safety reasons, the sign on the right should be erected on a median island. In the case of roads with inadequate width to install a median island, other options such as repeater signs or larger signs should be considered with prior approval.

Administrative Arrangement

This technical direction takes effect from date of endorsement by the Director.



ENGINEERING ADVISORY NOTE EAN 03

Bond Establishment and Reduction

Background:

The mandatory bond is placed on the developer for works under the Deed of Agreement, not completed at the time of the request to attain the Certificate of Operational Acceptance for civil works. This bond is reduced as works are completed and handed over to TAMS. Submission for either establishment or reduction must be a formal submission lodged to AA in accordance with the Estimation of Value of Outstanding Works form with a covering letter signed by the Chartered Engineer.

Advice:

The following documents are required to establish or reduce bond:

Bond Establishment

1. Applications must be submitted by the consultant using the Estimation of Value of Outstanding Works form.
2. The form must be accompanied with a site plan showing the stages and outstanding works in colour.

Bond Reduction

1. Bonds can only be reduced when works are completed and either;
 - a. Certificate of Operational Acceptance is obtained for Civil and hard Landscape works; and /or
 - b. Certificate of Soft Landscape Handover is obtained.
2. In addition, provide following documents;
 - a. Copy of the approved Estimation of Value of Outstanding Works.
 - b. New form with revised Estimation of Value of Outstanding Works (new quantities and adjusted amount).
 - c. Updated site plan showing the stages and outstanding works in colour
 - d. Copies of relevant certificates as mentioned in 1 above.



ACT

Government

Territory and Municipal Services

Asset Acceptance

ENGINEERING ADVISORY NOTE

EAN 04

Criteria for approval of second driveway for residential blocks in the ACT

Background:

Territory and Municipal Services (TAMS) has received an increased number of applications for a second driveway. This Engineering Advisory Notice is prepared as an interim TAMS policy on the provision of a second driveway for standard residential blocks across the ACT. This is expected to assist all the applicants to assess the appropriate need that can be supported by the Territory, prior to the lodgement of the application.

Advice:

TAMS policy is to allow only a single driveway and vehicular crossing per residential block with up to three dwellings.

However, in some circumstances more than one driveway may be permitted. The approvals of these driveways are primarily granted to improve safety and other operational requirements under one of the following circumstances:

- 1. Where forward entry and exit is required to avoid reversing onto roads carrying more than 3000 vehicles per day. (The information in relation to the traffic volume can be obtained from Traffic Management Safety, Roads ACT, TAMS).**

Note: This can only be supported if the proposed driveway is at least 12 metres clear from the existing driveway and it is feasible to construct a circular path within the block boundary connecting the two driveways.

- 2. A corner block where the proposed driveway in the adjoining road is considered more safe operationally than the existing driveway.**

Note: Some examples of safety issues may be, high traffic volume, inadequate line of sight, pedestrian crossing and refuge islands in close proximity to the existing driveway etc. The final determination of "safety" remains with TAMS.

- 3. The Block is steep with grade more than + or – 12.5% and it is unsafe to reverse on to the road.**

Note: Adequate land must be available within the block to provide a circular path.

- 4. To improve safety and assist a disabled person.**

Note: Proof will be required in such cases of specific disability and residency of the disabled person at the location. The final determination of the eligibility remains with TAMS.

5. Dual occupancies or extension to existing dwellings within a single residential block:

Note: As a general principle, TAMS will not support a second driveway for these purposes unless it can be clearly established that it is not feasible to utilise the existing driveway. In such cases, consideration will be given for a second driveway under the following situations:

- a. In the case of dual occupancy, if the layout of the dwellings in the block is such that it could be subdivided into two separate leases in future without any major changes.
- b. In the case of extension to the existing dwelling, if the frontage is more than 20m and the proposed second driveway is 12m clear from the existing driveway.

Second driveways will not be supported if :

- a. the access is not permitted in the Territory Plan, Lease and Development Conditions, Estate Development Plan or Planning Control Plans for the block;
- b. the second driveway is expected to cause safety issues to pedestrians and traffic or adverse impact on the stormwater runoff;
- c. the second driveway is for the sole purpose of providing additional parking space within the block;
- d. the second driveway creates any potential conflict with the existing driveway on the neighbouring block;
- e. the block already has two driveways;
- f. the width of the existing driveway is 6.0m or more at the block boundary.
- g. there is adequate space available within the block boundary to reverse safely within the property and exit in a forward direction to the fronting road.

Please note: all second driveways, if approved, must comply with rules in the current Estate Development Code including the *Single Dwelling Housing Development Code* and *TAMS Design Standard for Driveways (DS5)* or its successors.

Please do not lodge an application if any of the items (a) to (g) is applicable to your driveway.

Administrative Arrangement

If the second driveway is approved the cost of design, construction and ongoing maintenance will be borne by the lessee.

Construction of unapproved driveways may lead to legal actions including removal of the driveway at the cost of the lessee and financial penalties imposed by TAMS



ENGINEERING ADVISORY NOTE EAN 05

Approval process for use of BlackMAX polypropylene pipe

Background:

Asset Acceptance provides a Certificate of Design Acceptance for all new developments that create gifted Territory assets. The Design Acceptance includes approval of the Stormwater design.

This EAN05, is to be used if, after a design has been approved, the developer, consultant or contractor wishes to substitute the approved pipe material with BlackMAX

Advice:

There are two scenarios, where BlackMAX polypropylene pipe may be incorporated into a design.

Scenario 1

A stormwater system is initially designed with BlackMAX polypropylene pipe and the design is certified by either a Chartered Engineer or an Engineer who is listed on the National Professional Engineers Register (NPER) as being compliant with TAMS Standards and specifications, including the additional requirements detailed in this EAN.

In this case BlackMAX may be used subject to compliance with relevant standards and specifications and additional requirements listed in this document.

Scenario 2

If, after a design has been approved, the developer, consultant or contractor wishes to substitute the approved pipe material (e.g. RCP) with BlackMAX. The design must be reviewed by the original design consultant, to ensure that the design can be amended to comply with the requirements of this EAN and without compromising the integrity of the original certified design. The revised design must be submitted to Asset Acceptance for consideration, prior to construction. If the design satisfies TAMS requirements, a revised Certificate of Design Acceptance will be issued.

The following information is to be included in the submission:

1. A written request from the developer to change the pipe material.
2. Confirmation from the original designer that they do not object to the use of BlackMAX polypropylene pipe in their design.
3. A Certification, to cover the amended design, from either a Chartered Engineer or an Engineer who is listed on the National Professional Engineers Register (NPER)

Note: For both scenarios, additional BlackMax polypropylene pipe requirements are provided below:

1. The design must assess the likely construction traffic loads and provide adequate cover to minimise the likelihood of damage during construction.
2. When backfilling a trench with BlackMAX, the contractor is to ensure that the pipe is not displaced by the material placed in the bedding sides and haunch, and that pipes longitudinal and lateral grades are maintained as specified.
3. TAMS does not support the use of BlackMAX pipe under roads.
4. TAMS does not support the use of BlackMAX pipe under civil structures, in the event of the pipe failing, would require excavation, demolition, redesign, new construction etc to replace or rectify the failed pipe.
5. Ovality tests shall be carried out on all pipes, to manufactures test protocol [i.e. correct diameter ovality tool is used for the period pipe has been in ground] and the test data provided to TAMS at OA submission. The test must be undertaken post backfill.
6. The Work as Executed drawings [WAE] must clearly identify the BlackMAX pipe use in the estate stage(s) and in the Asset Description forms.
7. BlackMAX pipes located in areas of intra flow [ground water] are more susceptible to floating up from the trench as the pipe weight is less than concrete pipes. Provision must be made to adequately secure BlackMAX pipes when these conditions occur.
8. The Work as Executed drawings [WAE] and Asset Description forms must clearly identify the extent of BlackMAX pipe used in the estate stage(s).
9. TAMS fees and charges may apply if changes are made to the approved design

Administrative Arrangement

This Technical Direction takes effect from date of endorsement by the Director.